

## CIMT 17/7/2020 – Spaces for People Project Approval

Sent to all ward councillors, transport spokespeople, emergency services, Living Streets, Spokes, RNIB, Edinburgh Access Panel and relevant Community Councils on 06.07.20. Recipients were given five days to respond with comments. The measures would be implemented under emergency delegated decision-making powers using a Temporary Traffic Regulation Order. Given the urgent nature of these works, normal expectations about community consultations cannot be fulfilled.

### Project Proposal

Location	Justification	Recommendation
Portobello High Street	To provide safe space for pedestrians to walk, exercise and access local shops. The proposed measures are part of an overall emergency requirement to re-designate key parts of the road network to <b>facilitate safe travel</b> while meeting physical distancing requirements. Such measures are required urgently to help prevent people from becoming ill or coming to harm by infection from COVID-19 whilst implementing physical distancing requirements.	<b>Proceed with plans. These Town centre plans require to be reviewed as traffic levels increase, 2m social distancing rule is lowered and/or the use of masks increases.</b>

### Feedback

Comment from	Comment	Response
Police Scotland TM Liaison & Road Policing	From a Traffic Management perspective, whilst understanding the importance of keeping people safe in the current environment, I think it is important to obtain a balance between protecting the public against the virus and maintaining traffic flow in a safe, consistent and free flowing manner in the different areas. I would like to think that consideration could be given at certain suitable locations, instead of full closures, creating one-way systems on roads that would have normally been two-way streets. In this way, access to the street, not only from a resident's perspective but also for emergency services is still maintained, however with the added benefit of creating extra width on both sides of the one way carriageway for Social distancing/extra cycling space etc.	There are no roads closures as part of this scheme.
Police Scotland TM Liaison & Road Policing	If the full closures are implemented, then signage should be of the prescribed size and relevance in order for the police to enforce if required. There has been instances recently of TTRO's going on with little or no	There are no road closures as part of this scheme. To minimise unnecessary pinch points signage will be kept to an absolute minimum but will be as per Chapter 8.

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	appropriate signage, confusing drivers and creating conflict with other road users.	
Police Scotland TM Liaison & Road Policing	The closures/amendments should be subject to constant review with the possibility of altering/changing the Traffic Management layout if required whilst still affording access to all emergency services.	All schemes are to be reviewed.
Police Scotland TM Liaison & Road Policing	<p><b>In regard to the CT aspect</b> Police Scotland wish to raise your awareness of the attached National Security guidance, entitled; <b>Protection of pedestrian queues, against Vehicle as a Weapon (VAW) Attack</b> published in May 2020 by the Centre for the Protection of the National Infrastructure (CPNI)</p> <p>CPNI consider the risk to pedestrians from VAW attack within the UK to remain a “realistic possibility” during the COVID-19 pandemic. Social distancing measures continue to require businesses to manage customer flow and numbers going into premises. This results in the formation of queues, often within open public spaces and busy streets. The possibility exists that we will see an increase in the amount of queues across the country and especially within our “local town centres” in Edinburgh.</p> <p>Under your proposals, we note that you are seeking to remove guard rails and street clutter within these areas, to help achieve safe physical distancing, from this date. The presence of street furniture (e.g. bus stops, signage posts, seating, telephone boxes, litter bins, cycle racks, and trees) affords some protection for members of the queuing public against VAW Attack.</p> <p>We would strongly advise against the removal of street furniture as described within your proposal, to promote some level of protection for queuing members of the public.</p> <p>In support of this we would urge you consider the last line of the CPNI guidance, which states, “Do Not remove any security features / useful street furniture items without considering protective security in the round.”</p> <p>Whilst the presence of street furniture alone may not stop a determined VAW attack, there is evidence to suggest that it may cause an attacker to</p>	Only street furniture that is creating a hazard rather than a benefit will be removed. Most street furniture will remain as it serves a purpose.

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	avoid the area or drive around such features. Furthermore an attacking vehicle colliding with street furniture may become immobilised, which provides people nearby the opportunity to safely escape.	
Cllr Callum Laidlaw	I think they seem sensible. It is good that parking has been retained in certain key locations and I think provides a suitable compromise to the different travel needs of residents, businesses and visitors.	Noted.
Edinburgh Living Streets	We strongly support the initiative to widen pavements, which in many 'town centre' streets are grossly inadequate. This can only be done in many cases by removing on-street parking and loading, except for essential requirements (such as Blue Badge spaces where appropriate). We appreciate that some shops will want to see these parking and loading spaces retained, but crowded narrow pavements cannot possibly be an attractive environment for encouraging shoppers, many of whom arrive on foot or by public transport. Too much space in high streets is occupied by stationary vehicles.	The design aims to retain as much of the existing parking/loading bays as possible.
Edinburgh Living Streets	We welcome the acknowledgment of the problems caused by clutter and guard rails and would encourage the council to take a much more vigorous approach to removing or relocating items including unnecessary phone boxes, royal mail boxes, telecoms cabinets etc as well as vertical signage on poles, many of which are no longer required since the Traffic Sign Regulations were changed in 2016. Decluttering should take account of the various surveys and audits which Living Streets and others have carried out in recent years in many of the locations.	Only street furniture that is creating a hazard rather than a benefit will be removed. Most street furniture will remain as it serves a purpose.
Edinburgh Living Streets	Design details will need to carefully consider and monitor access at bus stops especially for disabled people.	Access to bus stops will be maintained at all times.
Edinburgh Living Streets	Where more outdoor space for businesses is provided (eg 'tables and chairs') it is essential that adequate clear space is provided for pedestrians and that the benefits to walking of widened footways are not swallowed up by added obstructions. It may be that 'tables and chairs' should normally be on reclaimed carriageway space, allowing the pavements themselves to be kept clear.	Any tables & chairs applications received will take this into account.
Edinburgh Living Streets	The extensive use of cones, barriers etc will make many streets look like roadworks, and thus risk making shopping streets look pretty ugly – if we actually want them to contribute to moving discussion forward it's important that opportunities are taken to make things look better. Suitable gateway features /	Phase 1 will be implemented using traditional traffic management (cones etc) which will be replaced with semi-permanent features during phase 2.

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	signage information for the public on the purpose / benefits of the scheme would be useful.	
Edinburgh Living Streets	Effective management of schemes is essential, so that cones or barriers that fall over are quickly dealt with. Enforcement of parking and speeding, including a visible role of Police Scotland is important too.	Yes, this is essential and will be done.
Edinburgh Living Streets	Temporary bike parking should be installed at suitable locations, where they do not add to pavement clutter.	The provision of additional bike racks can be considered by our Active Travel team. This Phase 1 intervention is to provide safe space for pedestrians and support economic recovery.
Edinburgh Living Streets	Monitoring of schemes must collect robust data on walking/footfall.	We have appointed Sustrans to undertake before and after monitoring of our Town Centre proposals to consider scheme success. Unfortunately, we are unable to undertake footfall surveys on all the Town Centre locations.
Edinburgh Access Panel	If the pavements are widened, there may be a temptation for (even) more cyclists to ride on the pavement. Please take steps to guard against this.	Noted. Adequate space remains on the road for cyclists.
Edinburgh Access Panel	Please ensure that parking provision for blue badge holders after the emergency measures have been put in place is comparable to the current provision.	The design aims to retain as much of the existing parking/loading bays as possible.
Edinburgh Access Panel	Please make information available on your website about the exact whereabouts of specific parking spaces so that blue badge holders can plan ahead and easily locate a space.	Yes, plans will be shared.
Edinburgh Access Panel	Please distribute these parking spaces individually throughout an area rather than clustering them.	The design aims to retain as much of the existing parking/loading bays as possible.
Edinburgh Access Panel	Please consider putting a time-restriction on some of these places so that blue badge holders can make short shopping trips	Provision of loading bays and parking spaces has been considered and retained where possible for all drivers.
Edinburgh Access Panel	We are in favour of removing unnecessary clutter. But please take care not to throw the baby out with the bath water. Not all so-called "clutter" is unnecessary	Only street furniture that is creating a hazard rather than a benefit will be removed. Most street furniture will remain as it serves a purpose.

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Edinburgh Access Panel	Please ensure pavement surfaces are safe and well-maintained, especially if engineering work is required to widen them	Footways and carriageways will be inspected, and any defects will be repaired in line with the code of practice.
Spokes	<p>In earlier SfP responses, <i>Spokes</i> has welcomed the general principles of this important project. We are, however, disappointed with these schemes because, whilst they rightly extend footway space for pedestrians, <b>full through-traffic capacity has been maintained, generally resulting in little enhanced protection for cycling. Regrettably, it is our view that none of these schemes will encourage new people to start to travel to work or education by bicycle, nor will they assist families to safely cycle in their local Town Centres.</b></p> <p>1. Such cycling protection as is included, can be characterised as being the left-over space between the extended footways and the traffic lanes and <b>has no continuity or segregated protection.</b></p> <p>For instance:  on Morningside Road: <i>Footway Widened to Width of Parking Bays. Line for Cycle Lane Outside Loading Bay Remains</i>  that's such a narrow gap, so the majority of cycling will have to be in the main running lanes.  - on Dalry Road: <i>Widen F/way by 1.5m Potential Room for Cycleway</i> is more encouraging, but <b>sits in isolation.</b></p> <p>2. Even where there are generously wide traffic running lanes, such as on St John's Road,  Corstorphine: <i>4.75m width running lane in either direction to provide additional space for</i></p>	Where appropriate segregation will be provided during phase 2 of each Town Centre project. Through traffic will be maintained through Portobello as a key route into the city and the existing speed limit of 20mph will remain unchanged.

	<p><i>cyclists on the carriageway.</i><b>the opportunity has not been taken to incorporate segregated cycle lanes.</b></p> <p>3. At the same time, no opportunity has been taken to introduce measures to reduce the volume or speed of through traffic; resulting in a distortion of the accepted transport hierarchy, with cycling being squeezed in the middle. People on bikes will be in a single and often narrowed all-traffic lane, thus suffering the fear of traffic behind which is keen to overtake but unable to do so safely. In addition to deterring existing and potential cycle use, and combined with much wider footways, this is likely to increase the prevalence of footway cycling.</p> <p>4. This protection of through traffic capacity does nothing to benefit the economies of these Town Centres and it could in some cases be reduced by the use of bus gates. For instance, Portobello High Street is by-passed completely by Harry Lauder Road; Gorgie/Dalry is already by passed by the West Approach Road.</p> <p>5. Images are now regularly being seen from cities across the UK where parts of the carriageway on local High Streets have been repurposed for outdoor cafe seating and parklets. Regrettably, we see none of that in these proposals, although hopefully some are planned, especially close to pubs and cafes.</p>	
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	<p><b>Recommendations</b></p> <p>Spokes urges that urgent consideration be given in this phase, or certainly in the next phase, to:</p> <ol style="list-style-type: none"><li>1. The creating of segregated cycle lanes on the wider of these Town Centres, such as St John's Road with its 4.75m running lanes.</li><li>2. Where overall width is limited, the traffic hierarchy principle should kick-in and traffic space reduced, perhaps by the use of speed-calmed one-way streets, with cyclist exemption or busgates. Gorgie/Dalry is substantially in parallel with the West Approach Road, and our Portobello group would like it considered in the next stage for Portobello High Street. At least one such bus-gate should be tested-out in the present phase of proposals.</li><li>3. Given that these are important and busy shopping streets, and especially where segregated cycle lanes are not provided, the remaining all-traffic lanes should have 15mph speed limits.</li><li>4. Every opportunity should be taken to introduce additional cycle parking facilities.</li><li>5. While we agree with Council's policy to remove guardrail, it's important to be aware that some guardrail is used as cycle parking where facilities don't exist or are at capacity. Please ensure that alternative cycle parking is considered for locations where guardrail is removed. This not only supports access for cyclists, but also improves conditions for pedestrians, by avoiding bikes being left in awkward positions on the footway.</li></ol>	
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Spokes (Porty)	Spokes Porty welcomes the widening of footways in Portobello High St to provide additional capacity for social distancing and to aid businesses to reopen and recover from lockdown.	Noted.
Spokes (Porty)	We welcome the retainment of bus stops.	Noted.
Spokes (Porty)	We have a strong preference for protected cycle lanes in all street improvement schemes but we appreciate this is difficult in some pinch points in Portobello High Street. We are very concerned that the proposals for the High Street are likely to increase the risk for people riding bikes/adapted bikes because of narrower car lanes and the potential for frustrated drivers to attempt to push past them. This must be addressed. We cannot have a situation that results in more danger for people on bikes, when the Council is advocating this as a safe and healthy mode of transport. We urge the Council to build in safe solutions for cycling. Our thoughts on this are in the solutions section below.	Where appropriate cycle segregation will be provided during phase 2 of each Town Centre project.
Spokes (Porty)	We are very disappointed about the retention of off-peak parking on the north east side of the High Street east of Brighton Place 'to support local businesses'. This does not reflect general evidence and research on footfall, and the spending power of people arriving by foot and by bike.	The design aims to retain as much of the existing parking/loading bays as possible.
Spokes (Porty)	<p>To reduce the risks for cyclists and pedestrians on the High St and in the surrounding area, we must reduce the amount of traffic, reduce driving speed, and remove opportunities for drivers to take risks with cyclists and pedestrians. Portobello High Street must be traffic-reduced and traffic-calmed. The width at the narrower part of the High Street is not enough to provide sufficient pavement width, cycle lanes and car/bus lanes. With this in mind, we suggest the following:</p> <ol style="list-style-type: none"> <li>1. Parking restrictions on the High Street between Bath St and Regent St should operate all day (no parking between 8am - 6pm Mon-Fri, Saturday 8-1.30). This is a particularly dangerous area for cyclists heading east along the High Street after the traffic lights with drivers manoeuvring in and out of parking spaces. We recommend putting in some 'parklets' (wooden seats/table/greenery) close to Greggs and Bross Bagels on this stretch on the road in existing parking spaces. We also recommend using at least one parking space on this stretch for on-street bike parking for people shopping by bike so that they don't</li> </ol>	Through traffic will be maintained through Portobello as a key route into the city and the existing speed limit of 20mph will remain unchanged. Consideration for these suggestions will need to be explored in further phases or as part of a long term scheme as and when the necessary funding is identified.

	<p>have to block the pavement. The parking restrictions would reduce the numbers of cars pulling out into the lane into cyclists and the parklets would assist local businesses and slow traffic.</p> <p>2. There should be further parking restrictions and the use of parklets in the area of St Andrews Restaurant and the Twelve Triangles on the north east side of Portobello High Street. A parking space could also be used here for bike parking. This would enable social distancing in the queues, and provide a place for people to eat their fish and chips (instead of the bus shelter or in the gutter). The pavement is very narrow in this area.</p> <p>3. Install advance green lights for cyclists at the Bath St/ High St/Brighton Place junction. Alongside this, the ASLs will need enlarged and space allocated to ensure cyclists can filter past stationary traffic safely to access them and take advantage of the advance green light.</p> <p>4. Speed limit. 15mph speed limit through Portobello High St. We consider this essential in such shopping areas if segregated cycling is not provided. It should be 'designed in', and enforced. Enforcement could be done with NPR average speed cameras near, for example, Aldi, Pitville Street and Morton Street. The reduced speed limit would be safer and much more welcoming for pedestrians and cyclists, and should encourage through drivers onto other routes. It would also make Portobello High St a more pleasant place for shopping, browsing, and stopping for food/drinks, thus improving takings for local businesses.</p> <p>5. Reduce waiting times at pedestrians crossings so that pedestrians can cross Portobello High St easily and quickly thus improving takings throughout the area. The Bath St/Portobello High St/Brighton PI traffic lights should give priority to pedestrians.</p> <p>6. Parking restrictions must be well signed and enforced.</p>	
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	<p>7. A reminder to remove all railings.</p> <p>8. More generally - use parklets (with seating and tables and greenery where possible) throughout the High Street outside busy cafes/takeaways to reduce clutter on pavements, humanise the street, and encourage people to stay longer in the area. Parklets are cheap and quick to install and can be moved and repurposed easily. Tables and chairs on pavements can be difficult for people with visual impairments and are trip hazards. They also reduce pavement width, required for social distancing. A-boards must also be removed and businesses reminded about the dangers they pose for the visually impaired. A number have appeared recently outside businesses.</p> <p>9. To reduce traffic, we must stop the majority of through traffic that is not local access. The Council should put measures in to achieve this as quickly as possible. A traffic survey should be undertaken (can be done once the other measures recommended here are in place –could use NPR cameras with anonymised data?) to ascertain the percentage of through traffic. The aim should be to reroute through traffic to more appropriate routes (including Sir Harry Lauder Road). For example, a bus gate in the High Street could be an effective measure as part of a wider package. (This would be part of Phase 2 but important to mention here for preparation).</p>	
<p>General Public (Response to Proposals)</p>	<p>There were 18 response received – 11 from residents and 5 from businesses and 2 from other organisations. The responses from residents were a broadly even split of positive/ negative/ neutral with the 5 businesses giving negative comments.</p> <p>The main issues in all of the negative comments from both groups was the removal of all parking/loading outside numbers 110-116 (including Findlay’s Butchers) and the issue this creates with loading in this area.</p>	<p>Noted. May be able to retain a couple of the existing spaces outside numbers 110-116. Where footways are widened is to allow safe social distancing where the footway is narrower than 3 metres wide. Where appropriate cycle segregation will be provided during phase 2 of each Town Centre project.</p>

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	<p>Additionally there were two user groups who expressed concern that the widening on of the southside footway east of Brighton Place would cause significant issues for them in their ability to run sessions for the elderly and disabled at the Baptist Church due to their need to operate a shuttle bus stopping outside the premises.</p> <p>Positive responses focused on the measured approach, improved space for pedestrians and retaining some parking provision in place.</p> <p>Neutral comments suggested that the proposals did not go far enough and that fully segregated cycle provision was required.</p>	
<p>Commonplace (public)</p>	<p>Mix of comments with some wanting pavements widened (particularly on south side) and some feel pavements are wide enough.</p> <p>De-cluttering and resurfacing needed to support pedestrians. Create more space for queuing outside shops/bus stops.</p> <p>Mix of comments with some asking for parking to be restricted/suspended to create more space to extend pavements, and some concerned this will harm businesses and displace parking onto surrounding streets.</p> <p>Slow/reduce traffic generally and improve crossings – potential for bus gate. Enforce speed limits.</p> <p>Add protected cycle lane.</p> <p>Need to consult with High Street traders.</p> <p><i>Specific suggestions:</i></p> <p>Turning-circle roadspace next to the town hall on Rosefield avenue could be extended and improved.</p> <p>Cars could use Harry Lauder Road instead of using Porty high street as a rat run. Only local businesses and residents would get passes to use the road.</p>	<p>See responses above.</p>

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